

EVERGREEN ♦ EAST HILLS VISION STRATEGY

Questions & Answers and Outstanding Items

GENERAL

Date	Question	Answer
12/14	Extend EEHVS Task Force process to August or September 2006?	The EEHVS Work Plan will be discussed at an upcoming Task Force meeting (April 19 th). Extending the process will need to be discussed with the City Council.
12/14	Concerned about the complexity of the issues and that Task Force must reach a consensus before making recommendation to Council.	Consensus may not be achievable and Task Force may have multiple recommendations.
1/18	Could or will there be a conclusion meeting to wrap-up Task Force discussions?	Possible changes to the Work Plan, including addition of a final 'wrap-up' meeting, will be discussed at a future Task Force meeting (April 19 th).
2/25	Does the public have a say in putting the breaks on development?	The public can interact with the Task Force and the Task Force can use those interactions to help with developing their recommendation(s) on the project. The public is also welcome to attend and speak at any of the upcoming meetings and public hearings.
3/15	Why is there secrecy about how much money each developer is putting into the project? How much will be spent at each site?	The developers have said that their private business decisions are not open for public discussion.

AFFORDABLE HOUSING

Date	Question	Answer
8/17 8/31	What is the definition of "affordable housing"?	The definition will be the Federal definition of what qualifies as affordable housing. See Housing Department website for income categories: www.sjhousing.org/data/eligible.html
8/17	Is the affordable housing to be maintained only in reference to the Evergreen*East Hills study area or to balance needs Citywide?	The affordable requirement is to apply to new units approved through this process.
8/31	Why isn't affordable housing being shown on the Arcadia plan?	The developers are aware of the requirement to provide affordable housing on Arcadia because it is in a Redevelopment Project Area

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8/31	Can the Task Force be provided with an “Affordable Housing 101” summary document?	Yes. Staff from the City's Housing Department provided a presentation on Affordable Housing to the Task Force at the February 25, 2006 workshop. The presentation is available on the EEHVS website's Presentations page.
8/31	What are the tools for affordable housing?	The Affordable Housing 101 will identify typical affordable housing tools.
11/16	What is the percentage of teacher housing being provided?	No specific percentages have been identified. The Evergreen Valley College site may accommodate housing for teachers. It is possible that the developers of the other sites might participate.
1/18	Guiding Principle 2 regarding compatibility and size of lots limits the ability to put affordable housing on the Industrial and Pleasant Hills sites.	The Guiding Principles also identify a need for providing access to affordable housing and incorporation of a variety of housing types.
1/18	Is 40% affordable required for the Evergreen College site?	The Evergreen College site does not have a City requirement for affordable units. The 40% affordable is being proposed by the college consistent with their own principles.
1/18	Can there be 40 to 60% affordable housing on all sites?	This requirement was not considered in the Trade-Off Analysis, but could be the recommendation of the Task Force or a requirement established by the City Council. The City has not previously adopted such a high requirement, preferring to disperse affordable housing units throughout the City.
2/25	What are the challenges to building affordable housing?	Need to consider the population being served; income targets. Would the units be rental or for-sale.
2/25	Is for-sale affordable housing more costly?	Affordable for-sale is less expensive to subsidize than affordable rental.
2/25	How do you keep for-sale housing affordable?	Long-term deed restrictions; sell units at restricted price. With a buy-out there would be equity sharing with the City to allow for funds to be “recycled” to future low and moderate-income homebuyers.

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2/25	How is the 20% affordable requirement determined?	State law requires affordable housing for redevelopment project areas. Arcadia is the only site that is within a redevelopment area. The Council may elect to extend the 20% requirement to other areas in Evergreen.
2/25	What funding would be available for affordable housing?	The City generally does not provide subsidy for affordable housing units that are built in order to comply with the State law covering redevelopment project areas, which applies only to the Arcadia site. City redevelopment funds available for other affordable projects have diminished substantially since the economic downturn and funds may not be available for future projects. The City could elect to redirect redevelopment tax increment generated in the Arcadia project area as a source of funding.

AMENITIES AND TRANSPORTATION INVESTMENTS

Date	Question	Answer
8/31	How are the amenities getting picked and funded?	The former Task Force identified an initial list of amenities. The current Task Force is scheduled to prioritize the amenity list at the proposed March 15 th Task Force meeting.
8/31	Is the money that is saved on one amenity going to an amenity on a different site?	Yes. The goal is to deliver as many amenities as possible.
8/31	Why is a new high school not shown on the amenities list?	Schools are considered a “need” not an amenity. Future lists will have a footnote to that effect.
10/19	How much will developers pay for amenities and transportation improvements? Has the developer’s contribution been scaled back?	The total amount discussed to date is \$235 million. Early in the old EVP process, the developers offered \$250 million.
10/19	How will development and construction of improvements and amenities be phased?	Proposed phasing options are contained in the Draft Evergreen Development Policy, discussed at the 10/19 Task Force meeting.
10/19	How do cost estimates deal with cost increases?	The estimates are in 2005 dollars. The Task Force will discuss this issue as it considers the draft update of the Evergreen Development Policy.

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10/19	Will there be adequate safeguards to ensure operation and maintenance funding will be available for amenities?	Operations and maintenance are currently not part of the proposed Evergreen Development Policy. This issue could be part of the Evergreen Development Policy.
10/19	What are the specific amenities being proposed and how much will they cost?	The amenities and estimated costs are included in the Task Force binder (see 6-3-05 memo, Attachment 5).
10/19	What does, “grants to schools or renovate neighborhood parks” mean?	The City partners with schools to provide community recreation needs. Grants could provide funding necessary to improve recreation facilities at schools. EEHVS could be a funding source for renovation of neighborhood parks.
11/16	If the amenities list changes, would the proposed development change?	The developers have proposed projects that would deliver the amenities defined to date. The developers have not indicated how their proposals might change in light of amenities.
11/16	What amenities would there be with lower density development?	The Trade-Off analysis results would help answer this question in January 2006.
11/16	How will the SNI planning process affect the EEHVS?	The SNI plans are an input to the EEHVS. Some SNI improvements are not funded and EEHVS is a potential funding source.
12/14	Does the amenities list move the City closer or further away from the goal of having 3.5 acres of parks per 1,000 population?	Overall, the amenities list moves the City closer to its goal. District 8 has already met this goal.
12/14	How can a library cost \$4 million when the Thompson Creek costs \$16.9 million?	The \$4 million for the Southeast Branch Library would go towards funding a portion of the costs of a proposed expansion.
12/14	Why has Fowler Creek Park not been built-out yet? Why is EEHVS funding Fowler Creek Park when it should have been funded through ESP?	Phase I improvements at Fowler Creek Park may be fully funded by funds from ESP.
1/18	What improvements have happened since 1991?	The following infrastructure improvements have been completed or are under construction through implementation of the Evergreen Specific Plan:

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		<ul style="list-style-type: none"> • Northbound lane on US-101 • Widening of Capitol Ex. from US-101 and I-680. • Capitol Ex/Capitol Ave improvements. • Aborn Rd improvements • Quimby Rd improvements • Yerba Buena/Murillo improvements • Ruby Av. improvements • Numerous other street intersection • Fire Station • Storm, sanitary and water system improvements • Funding for Fowler Creek Park
2/25	Does the Governor's proposal to increase funding for regional transportation projects change the need to include EEHVS funding for US101? What happens if some of the items on the transportation investments/amenities list are funded through alternative sources?	US101 is not on the list of projects currently proposed by the Governor. The structure of the draft EDP allows the Policy to include additional amenities should outside funding or cost reductions reduce the total cost of delivering the listed amenities.
2/25	When will the amenities identified at the Pleasant Hills workshop be added to the list for consideration (e.g., multi-purpose center, etc.)?	Additional amenities will be added prior to the Task Force amenity prioritization exercise.
2/25	Is it the will of the community to have fewer units even if that impacts the amenities?	

BROWN ACT

Date	Question	Answer
8/17	How can the two task forces interact (the original EVP and the EEHVS Task Force)?	Such interaction, other than in a public session, would be in conflict with the Brown Act since a lot of members overlap between the two bodies.
8/17	How can members of the EEHVS Task Force interact with the District 8 Roundtable and the old EVP Task Force?	At publicly noticed meetings in conformance with the Brown Act.

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8/17	Would web-based discussions among Task Force members be “public” for purposes of the Brown Act?	No.
8/17	Can a developer interested in Evergreen♦East Hills development and a member of the EEHVS Task Force be involved with presentations to another board in the area?	Yes, at duly noticed public meetings of neighborhood association “boards” and in compliance with the Brown Act.

DEVELOPMENT APPLICATIONS

Date	Question	Answer
8/17	When would the zonings be voted on?	The earliest the City Council would consider the zonings would be June 2006.
8/31	What is the definition of private versus public open space?	The difference is in the responsibility for maintenance.
8/31	What is the parkland requirement if we didn’t have this process?	96 units of existing traffic allocations would require 1 acre of raw parkland.
8/31 11/16	Why was Pleasant Hills retail dropped?	The developers dropped it because there was not a strong market for retail.
8/31	What is the square footage of the proposed units?	As this information becomes available from the developers, staff will add it to the website as part of the descriptions of the development applications.
8/31	If the City decides on a fire station at the Pleasant Hills location, would that come out of the open space allotment?	No.
8/31	Are there other applications currently under review?	No.
8/31	If an application was to be filed with respect to Evergreen♦East Hills, would it be held up.	Yes, for residential projects that do not currently have traffic allocation or that are requesting to exceed their current allocation. The City Council reaffirmed this with Council Resolution No. 71939 on January 27, 2004.

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8/31	Why are there no specifications with respect to the Legacy property?	As staff receives more details on the Legacy proposal and other sites those details will be shared with the Task Force and public.
8/31	What is the Evergreen College site's east boundary?	Close to the existing athletic fields.
8/31	How can some campus industrial be preserved and Hitachi protected?	A developer's representative answered that right now the three properties are together and that carving out some industrial may lead to a "squabble" over how the remaining properties get developed.
8/31	What about the Salvation Army proposal?	This proposal is dead.
8/31	What happens to the existing 217 allocations on Arcadia?	The property owners will be required to pay off the current assessments on those 217 units of traffic allocation. The 217 units do not get added to the number of units that may be approved for Arcadia through EEHVS.
11/16	What is staff's perspective on the conceptual plans?	Staff is evaluating the plans now, particularly their relationship with existing neighborhoods, access, placement of parks, schools, etc.
11/16	How will Evergreen College address its future educational needs by developing its site?	The College's Master Plan provides for the ability to serve 20,000 students (currently serve 11,000). Additionally there is a lot of surface parking that could be converted to structured parking and additional school buildings if needed.
11/16	Is it appropriate to use Measure G money to build parking structures on Evergreen College?	Measure G money would be used to build classrooms not parking structures.
11/16	Does the proposed public library at the College take into account the new Tully branch library?	Yes. Both facilities are in the Branch Library Master Plan.
12/14	What constitutes a "large residential lot"?	There is no definition of "large residential lot". In relative terms, based on the developer submitted plans, they are defining large lots as between 4,000 and 8,000 square foot lots for single-family detached units.

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2/25	What would the standard Parkland Dedication Ordinance requirement be for the Pleasant Hills Golf Course site?	The standard PDO requirement would be 3 to 4 acres.
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ENVIRONMENTAL

Date	Question	Answer
8/17	Are there any environmental advocates on the panel, i.e., people with a focus on open-space?	Two or three seats on the task force were identified as members of the environmental community, including Planning Commissioner Bob Levy.
8/31	When will the EIR be done?	The Draft EIR was made available to the public on February 3, 2006.
10/19	How can the Task Force get an issue analyzed in the EIR?	Two public EIR scoping meetings were available on October 26 and 27, 2006 for Task Force members and the public to attend and submit comments. Staff examined each proposed issue or comment to determine whether it should be analyzed in the EIR.
1/18	What is the EIR timeline?	The Draft EIR began circulating on February 3, 2006 and ended on March 20, 2006. The EIR is tentatively scheduled for hearing before the Planning Commission on May 31, 2006.
2/25	What is a significant unavoidable impact? Can the City approve a project when the EIR identifies significant unavoidable impacts?	A significant impact is one that exceeds the relevant thresholds of significance City is applying for a given issue, for which there is no feasible mitigation or alternative to the project which avoids or reduces the impact to less-than-significant. Per CEQA Guidelines, the decision maker for a given project, whether Council, Planning Commission, Planning Director, Public Works Director, etc., must make specific findings, based on substantial evidence, in approving a project with one or more significant unavoidable impacts that 1) mitigation measures and/or alternatives that would reduce impacts to less-than-significant are infeasible, and 2) articulate in the statement of overriding considerations the specific reasons that the project's benefits outweigh the identified significant impacts.

EVERGREEN DEVELOPMENT POLICY

Date	Question	Answer
9/21	On page 11 of the 1 st Draft Development Policy, it states that the additional analysis of traffic impacts is not anticipated to be necessary; does that really mean no more analysis?	Yes, if future development is consistent with the final Development Policy. However, site-specific operational traffic studies may still be required.
9/21	Is the Capitol corridor eligible for “protected intersection” status under the new Policy?	Protection of intersections is a City Council decision, and depending on the timing of light rail, some intersections may be eligible.
9/21	Where is the traffic study?	The traffic study is part of the Environmental Impact Report, which was made available on February 3, 2006.
9/21	Are the community amenities in the development policy set in stone?	No. The City Council will be the ultimate decision makers based on staff and task force input. This proposed Evergreen Development Policy is a first draft for discussion purposes.
9/21	Is staff available for “off-line” discussions?	Andrew Crabtree is the contact person and is available for discussions concerning the draft development policy. Comments can be sent via e-mail to: Andrew.Crabtree@sanjoseca.gov Any input will be shared with the Task Force and public.
10/19	Why are traffic impact fees only imposed on residential uses?	Residential uses have greater traffic impacts, particularly during peak hours.
10/19	Which properties will develop first? What amenities are proposed on those properties?	The developers will decide which properties develop first. At the November Task Force meeting, some amenities were proposed for the four opportunity sites.
10/19	In addition to developer funding are there other sources of funding for transportation improvements and amenities?	Some amenities have partial funding from other sources (e.g., capital bond program, taxes, etc.).
10/19	How is the updated EDP designed to respond to changes?	The Policy proposes an “Implementation” approach. The Task Force has an opportunity to provide specific guidance on how to respond to “changes” when it considers revised drafts in 2006.

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2/25	How will the EDP address inflation?	The draft EDP states prior to issuance of building permits for each phase, funding amounts will need to be updated to include the latest estimates and inflation.
3/15	How will residential pool units affect the southern Evergreen area?	The residential pool units were considered in the Transportation Impact Analysis for the EEHVS EIR as part of the scenarios that included development of the opportunity sites.

INDUSTRIAL RETENTION

Date	Question	Answer
1/18 2/25	What are the benefits of industrial retention? Is it a good decision to put industrial in Evergreen?	The benefits include allowing jobs growth close to residential areas, internalization of trips, and providing more opportunities and variety for economic development.
1/18	What are the traffic benefits of industrial retention?	Generally industrial retention would reduce the amount of traffic at gateways into and out of the Evergreen East Hills area.
1/18	Does the Task Force have the ability to recommend industrial development on any of the 4 sites?	Yes, but such recommendations may require additional environmental review beyond the scenarios included with the EIR.
1/18	What other policies affect industrial conversion?	The City has an adopted Framework to analyze potential conversions of industrial lands and other General Plan policies that address this issue.

RETAIL

Date	Question	Answer
8/31	What is the study area for the retail analysis?	The retail study area encompassed and extended beyond the area east of Highway 101 and south of Story Road.
8/31	Why the 6% increase?	<i>Question unclear.</i>
8/31	Are medical offices included?	Yes, in the “small office” category.
8/31	Does the study give recommendations regarding specific areas?	Yes, see pages xii through xiv of the executive summary.

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8/31	Are the specific areas more than the four “opportunity sites”? Is the Mirassou site considered?	Yes, the study considered an area larger than the four sites, but did not specifically analyze Mirassou (although Mirassou could be considered as absorbing the potential retail/commercial demand).
8/31	Is the study looking at attracting diverse services?	Yes, the study documents the demand for diverse services.
8/31	Are homes owner occupied or rented?	Predominantly owner occupied in the retail study area.
9/21	Is there commercially zoned property in the area that is not currently developed?	Staff is not aware of any commercially zoned sites that are not currently developed, other than a portion of Arcadia.
10/19	Provide more information on the cost of services for residential development in relation to the revenues needed from commercial development.	General information can be found in fiscal analysis completed in early 2004. See Planning Division website: http://www.sanjoseca.gov/planning under the heading, “Employment Lands Conversion Framework”.
10/19	How does Eastridge mall and its new tenants fit in with the retail study?	General Growth Properties began announcing some of the potential tenants at Eastridge Mall after the preparation of the Retail Study.
10/19	Why would the City want more retail than the amount being proposed by the developers?	The area is currently underserved by retail. There are few, well located sites that can accommodate significant/appropriate retail.
2/25	Why 300,000 square feet of retail on Arcadia?	The market analysis showed a potential for up to 300,000 square feet of retail. The EIR considers the worse-case scenario.

SCHOOLS

Date	Question	Answer
8/31	Why is there no schools designation with respect to the Arcadia Property? The Berg figure for school seems low.	The Arcadia property owner is not proposing a school, but continues to work with the Evergreen School District. School issues will continue to be evaluated at upcoming Task Force meetings.
8/31	With respect to reserving space for schools, does this include space for a high school? Does land need to be reserved?	None of the developers of the opportunity sites are proposing to reserve land for a new high school.

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8/31	When do schools get built compared to housing?	School districts determine when schools are needed in light of demographic projections and new development.
8/31	Is the school assessment study being done?	Each school district will have the opportunity to present their needs to the Task Force.
9/21	Regarding the Evergreen Elementary school site at Arcadia, is a combination at the middle school site possible?	Yes, reconfiguration of the current middle school is possible.
10/19	Can the school districts negotiate joint uses?	Yes.
11/16	Is a new elementary school required on the Arcadia property? Would it be built as part of EEHVS?	The Evergreen School District is evaluating their school needs.
11/16	Is there a proposed high school?	No, not at this time.
11/16	How will EEHVS accommodate high school students?	East Side Union High School District is convening a working group of interested persons on this issue.
12/14	When will the Task Force be able to resolve the shared schools and parks issue?	Each school district will have the opportunity to present their needs to the Task Force.
12/14	Will School land be purchased with amenity funds?	It has not been decided whether funds that would have otherwise gone to pay for amenities can or should be used to purchase land for schools.
1/18	How will the disparities between the different school district taxes impact property owners?	The City does not have the information necessary to answer this question.
2/25	Does the demographic study for the East Side Union High School District look at the EEHVS development scenarios?	The study looked at the worst-case development scenario.
2/25	Can industrial land be designated for a future high school?	Yes.
2/25	Is it feasible for the school [ESUHSD] to purchase 50 acres of land?	There are ways to get it done.

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2/25	What about elementary schools?	There has been an ongoing dialogue with the school districts. The developers have been agreeable to meeting with the districts.
2/25	What number of kids on a high school campus would satisfy the community?	

TRADE-OFF ANALYSIS

Date	Question	Answer
8/31	Will trade-offs be discussed with respect to the transit-oriented development of Arcadia?	Yes.
8/31	Suggest adding a requirement of construction or an in-lieu fee for affordable housing.	This was analyzed with the Trade-Off Analysis.
8/31	Where/how will schools be added to the Trade-Off Analysis?	Schools are not analyzed as part of the Trade-Off analysis because schools are “non-negotiable” according to the Guiding Principles. The school districts are analyzing their needs and resources.
8/31	Is there a money starting point transportation improvements and amenities?	Yes. The Task Force binder contains information on estimated costs. (See 6-3-05 memo, Attachment 6).
8/31	Could there be a way to identify the negotiated portion of transportation improvements?	Yes. These are identified in Attachment 6 as Tier 1 and Tier 2.
8/31	Need clarification on transportation improvements and to look at not increasing traffic.	This will be discussed as the Task Force considers the draft updated Evergreen Development Policy.
8/31	There needs to be a clear definition of the amenities.	The amenities are included in the Task Force binder (see 6-3-05 memo, Attachment 5). The Task Force will discuss the amenities at its December meeting.
8/31	Will the development plans as submitted be analyzed?	Yes.

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8/31	Transportation improvements and amenities should be split and should be non-negotiable.	Route 101 and required mitigations are non-negotiable. Additional transportation investments and amenities are negotiable. The Task Force will have input on the priority of the negotiable items at a future Task Force meeting.
8/31	Office/small office development potential should be added, possibly as a sub-item under the retail development potential.	This is included in the Retail Study, which showed demand for office.
8/31	Owning versus renting residential property should be a key variable. Evergreen is currently not in balance; there needs to be more rental property available.	Affordable housing is typically provided as rental units. As the developers refine their proposals, the Task Force will have an opportunity to inquire specifically about affordable rental and ownership opportunities.
8/31	How does potential development in Coyote Valley, Edenvale and other areas impact the Evergreen*East Hills area? What impact will more development elsewhere have on freeway interchanges in the Evergreen area?	The EIR for EEHVS includes analysis of potential cumulative impacts of potential development in other areas.
8/31	With respect to Key Variable No. 4 (Industrial Land Retention Options): Is industrial development factored in the traffic impacts?	Yes, one scenario being studied is the “no project”, which would retain the campus industrial.
12/14	Surprised talking about a CFD.	A CFD as a potential financing mechanism has been discussed at previous Task Force and City Council meetings.
12/14	Why use upfront financing strategy versus “paying as you go”?	There are fewer problems with upfront financing.
12/14	Is it possible to do a hybrid approach by combining the upfront financing strategy with “paying as you go”?	The City is currently reviewing financing options for the Evergreen East Hills Vision Strategy. The financing plan may incorporate pay-as-you-go financing such as impact fees, special tax bonds, and developer contributions. The challenge with the EEHVS is that the first infrastructure investments that need to occur are the Highway 101 improvements. They are currently estimated to cost over \$81 million. The funds need to be on hand at the onset of construction.

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12/14	Do property owners in the CFD have an option to finance upfront or “pay as you go”?	Typically, CFDs can be structured to allow property owners the option to prepay their special tax lien at close of escrow or remain a participant of the long-term financing of the bonds.
12/14	How will a CFD impact properties not located within the opportunity sites?	Opportunity sites could have a CFD. Non-opportunity sites will have traffic impact fees.
12/14	Which financing method was used for the Evergreen Specific Plan?	The ESP used a contingent liens approach.
12/14	Are the assumptions using current home values even though the EEHVS will take years to complete?	The assumptions use today’s values.
12/14	Concerned that the existing tax rate is 1.32 percent, but the effective tax rate is 1.75 percent.	Only developed properties will pay this tax. Two percent is a common CFD effective tax rate statewide. This may be high for San José, but 1.75 percent is a reasonable effective tax rate.
12/14	How will affordable housing affect the bonding capacity?	Affordable housing reduces the level of available bonding.
12/14	How will maintenance costs be addressed?	The City continues to evaluate maintenance needs for the improvements proposed on the amenities list. As part of the overall financing plan, staff will identify the needs and make recommendations. Some examples include use of a maintenance district, a CFD for maintenance like that used in the Evergreen Specific Plan, shared-use maintenance agreements or other proposals.
1/18	What is the capacity for passing future bonds?	For the purposes of the Trade-off Analysis an effective tax rate of 1.75% was used. A rate of 1.75% acknowledges potential for other future bonds (e.g. school district bonds). The bonding capacity also goes up as home values go up over time.
1/18	A CFD shouldn’t be discussed because the Task Force expected the developers to pay for the amenities and other investments.	The City Council’s approved Work Plan included direction to discuss a CFD as a funding option.

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1/18	Who approves CFDs?	Developers/current property owners propose and prepare the CFD as part of the entitlement process. Because only the properties owned by the participating property owners will be subject to the CFD tax, a general vote is not required. The City Council must also approve the CFD. Existing property owners are not directly affected by the CFD.
1/18	What if existing property owners are forced to pay for a new CFD?	Existing property owners cannot be forced to pay for a CFD unless a CFD is adopted through a general election. This is not proposed as part of this project.
1/18	What percentage of the \$235 million comes from the developers versus the CFD? What is the pay-off (lien) per home?	This has not yet been determined.
1/18	Why can't there be a guarantee that infrastructure would be paid for through other financing mechanisms?	A CFD is one possible option. An advantage of a CFD is that it provides considerable surety that infrastructure improvements will be built since the City administers the CFD and has guaranteed revenue streams through the bonding process.
1/18	What other areas have CFDs based on 1.75% tax rate or higher? Are there other cities/areas with similar CFDs and demographics?	One example is Roseville where CFDs have been approved at 1.75% and higher rates. Based on studies, other factors such as demographics seem to have more impact upon willingness of homeowners to pass bond measures.
1/18	As new property owners come into the CFD will they pay more to the CFD?	The special tax is apportioned by property type, not property value, so new property owners of a given type will pay the same amount as the existing owners of that type of property.
1/18	Is it possible to pay for amenities up-front? Can any other financing mechanisms accomplish the amenities?	The proposed Evergreen Development Policy includes a phasing plan that requires commitment of funds in advance of development at intervals according to the phasing plan. The Task Force may make recommendations as to the front-loading of financing.

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1/18	Where is the flexibility for industrial retention? The study does not address possibly moving jobs to the Arcadia site.	This is a separate policy discussion that does not need to rely upon data from the Trade-Off analysis. The analysis looks at the impact of retaining some of the existing industrial lands for industrial use. The Task Force may make a separate recommendation to increase the amount of industrial or commercial uses on the Arcadia site or other opportunity sites.
1/18	How is the burden [of impact fees] determined?	There are legal restrictions upon how an impact fee is imposed. Greater contribution amounts can be agreed upon through a voluntary process, but the amount of contribution required for a non-participating developer is restricted based upon nexus requirements.

TRAFFIC

Date	Question	Answer
9/21	Other than the intersections shown on the preliminary traffic study results, were other roads studied? Was removing HOV lanes considered?	Yes, many intersections were studied, see materials from Traffic Analysis Workshop and distributed at the November Task Force meeting. Yes, the HOV lanes are assumed to be removed in the analysis (worse case).
9/21	What are the “Approved Improvements” shown on the preliminary traffic study results handout?	The approved development includes existing and approved but not developed projects as well as changes to roadways as a result of the light rail project.
9/21	Traffic is terrible today; what is the volume to capacity ratio?	The ratio will be included in the Draft EIR for EEHVS.
9/21	Is there a study planned to look at White Road?	The transportation analysis in the EIR looks at White Road as well as other major and minor roadways.
9/21	Does the background include Edenvale?	Yes.
9/21	E and F represent heavy traffic?	Yes.
9/21	Is the Evergreen Policy more strict than the City’s Level of Service Policy?	The impact criteria is different; it is tighter than the citywide criteria.

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9/21	Is the Coyote Valley EIR taken into account?	Yes, as well as other projects which might affect the Evergreen*East Hills area.
9/21	Describe the “snapshot” of traffic.	The snapshot is of the worst hours of traffic, the morning and afternoon peak traffic hours.
9/21	Positive and negative impacts of weekend traffic should be looked at; Saturday is as bad as a Friday now. What would it take to include weekend traffic in the study?	An analysis of weekend traffic has been completed as part of the Transportation Impact Analysis – Operations Analysis.
9/21	Compared to the morning and afternoon peak during the week, how would weekend change things?	The worst traffic is in the morning between 7:00 a.m. and 9:00 a.m. and in the afternoon between 4:00 p.m. and 6:00 p.m.
2/25	When will the weekend count report be available?	The Transportation Impact Analysis – Operations Analysis is available on the EEHVS website.
10/19	Provide more details of the proposed transportation improvements.	The Task Force binder contains information on transportation investments. (See 6-3-05 memo, Attachment 6).
12/14	How can LOS be brought to ‘D’?	<p>Assuming current conceptual Capitol LRT designs the following would be required:</p> <ul style="list-style-type: none"> • Capitol/Capitol: Add 4th southbound lane, which would require right-of-way take including demolition of 3 single-family residences. • Capitol/Story: Add 4th northbound lane and free eastbound and westbound right turn lanes, which would require extensive right-of-way take including converting Kollmar Drive to a cul-de-sac, shifting Capitol Avenue frontage road and demolition of at least 1 single-family home and 1 church. • Capitol/Ocala: Add 4th northbound lane, which would require demolition of 13 single-family homes. <p>*See EEHVS EIR Appendix E: Transportation Impact Analysis pages 81-82.</p>

2/25	What is the timing of transportation improvements to 101? Available funding?	<p>The timing of freeway improvements depends on the available funding. With funding and environmental review in place the freeway improvements could be done within 2 to 4 years. City staff understands that freeway improvements are a high priority for everyone. There is currently no money for 101 improvements; the proposed EEHVS provides a funding source.</p> <p>Currently regional or state funding for construction of the US 101 corridor improvements in Evergreen would not reasonably be available for approximately 10 years. This timeline is based on the lack of funding opportunities and the number of projects that are a priority over US 101 or are already being constructed and will be paid for with future funds.</p> <p>However there is a \$19.9 billion state transportation infrastructure bond measure proposed for the November ballot that would likely improve the timeline for construction if approved by the voters. The US 101 corridor improvements are considered in the “top 10” priority for future State highway funding based on Valley Transportation Plan 2030. If the State transportation bond measure passes, it is possible the US 101 improvements in Evergreen could be funded by State transportation bond within the same timeframe as with EEHVS funding. However if the bond measure does not pass there are no other regional or state funds available for near term construction.</p>
2/25	What is traffic calming?	<p>Traffic calming is identifying and implementing ways to help protect and preserve the function of neighborhood streets. If there are existing issues in the local communities the Department of Transportation can work with the communities to address those issues.</p>